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SUBJECT The Port of Makhachkala

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THIS IS UNEVALUATED INFORMATION

1. Makhachkala is located on the western shore of the Caspian Sea, thirty-five to forty kilometers south of the mouth of the Sulak River. The approach to the port is marked by the Makhachkala light ship and buoys.
2. Practically speaking, the port is ice-free. Some ice does appear in winter, but it does not interfere with ship traffic. Maximum water temperature is 25-27 degrees centigrade, and is reached in July. The prevailing winds in the region are as follows:

Winter - northwest by west, very strong and wet
northeast, strong, cold wind and a combination of the two winds coming
together usually with great force

Summer - together usually with great force
northwest by west, strong wet wind,
southeast, weak wet wind and also winds from northwest by west and
northeast coming together with great force.

The maximum wind force in this region is 10 to 12 points, and comes during the months of September, October, November, March, April and May. In the fall of 1950, several waterspouts (six or seven) occurred in the vicinity of Makhachkala. The region between Makhachkala and Derbent is characterized by the most severe of all Caspian Sea storms. The wind force often reaches 12 points. The reason for such strong storms is on account of the winds meeting each other from different directions. In the region between the 'Island of Chechen' and Derbent ships sink more often. This region is considered very dangerous for navigation. The sea bottom in the Makhachkala area is very rocky, another factor contributing to the general danger in time of storm.

3. Working and living conditions in Makhachkala are not much better than the conditions existing in Astrakhan. The town is small and very dirty. The population is varied, but runs mostly to Russians and Dagestanians. The cultural level of the town is very low and there are few entertainment facilities. There is a great deal of crime in the town. In late hours of the day it is very dangerous to go into parts of the town (even those close to the center of town), because one can

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not only be robbed but also killed, and the homicide and robbery details of the local police cannot even search for the criminals. It is rumored locally that the police and bandits work together. There are very many women of loose morals in this town, and they have given it the name "the town of fast women". The pay of the workers of the Merchant Fleet in Makhachkala is in the second tariff zone.

4. The cargo turn over is calculated from the total amount of processed freight coming into the port and the total amount going out of the port. The cargo turn over quota plan for 1951 was 0.7 million tons. This was composed of 0.3 million tons leaving the port and 0.4 million tons coming into the port. The cargo turn over plan for Makhachkala for 1951 was as follows (not counting passenger traffic):

Type of Cargo	Total Cargo leaving port in million tons	Total Cargo coming to port in million tons	Increase in mass of work on account of working coefficients by variants	
			Railroad-Pier-Ship	Ship-Pier-Railroad
Machines and equipment	0.2	0.1	0.2	0.1
Timber	-	0.1	-	0.1
Minerals	-	0.1	-	0.1
Provisions	0.1	0.1	0.1	0.1
Total	0.3	0.4	0.3	0.4

Actually, the gross cargo turn over was quite a bit higher on account of the working coefficient. In 1951, the working coefficient was planned at 2.0. It is necessary to note that the work in Makhachkala borders on inadequacy. The basic reasons are, officially, poor organization and the inefficient use of machinery in the storage areas. The cost of the loading-unloading work is enormously high. The number of ships standing idle in the port is always higher than the norm requires. The uneven planning of cargo turn over has still another effect on the inadequate work. Great inequalities exist in the volume of cargo turn over; in one period it is too low and in another period, too high, resulting in difficulty in maneuvering people and machinery. The average number of stevedores is 230 to 250 men. The fulfillment of the norm for the stevedores is overshot by 200%, which gives a wage (piece-progressive system) of up to 1,000 - 1,200 rubles a month per man.

5. The port of Makhachkala was nationalized by a directive of the government in February 1918. Until 1923, the port was under Kaspar, but since 1923 it has been independent. The port structure is similar to those of the other ports of the USSR. In charge of the port are the Chief of the Port and his assistants, the Chief-Engineer and Exploitation Assistant. The port has the following sections:

Exploitation Section
 Commercial Section
 Mechanical-Ship Section
 Mechanization Section
 Communications Section
 Planning Section
 Wage and Labor Section
 Bookkeeping Section
 Finance Section
 Personnel Section
 Military-Mobilization Section
 Capital Construction Section
 Repair and Building Section
 Communal Dwelling Section
 Secret-Code Section
 Supply Section
 Administrative-Economic Section
 The Captain of the Port and Navigation Section
 Mechanization Section
 Warehouse Section
 Passenger Terminal
 Port Boatswains and Sailors

6. Political activity is directed by the political section of Kaspflot. The port's newspaper the "Bolshevik Kaspeya" is published by Kasptanker. Fire and guard work in the port is handled by the Sea Section of Militarized Defense which is directly subordinate to the Central Section of Militarized Defense of the Ministry of the Merchant Fleet. No reconstruction or changes either in the structure or in the directorate of the port is expected in the near future.

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